



Blake Trask, Chair
Max Hepp-Buchanan, Vice Chair
Ann Boyd
Allegra Calder
Jodi Connolly
Matthew Crane
Sean Cryan
Gabe Grijalva
Kelsey Jones-Casey
Neal Komedal
Liz Nixon
Jean White

Seattle Bicycle Advisory Board Meeting Minutes

Date/Time: February 1, 2012 / 6:00 p.m. – 8:00 p.m.
Chair: Blake Trask
Vice Chair: Max Hepp-Buchanan
Recorder: Sean Cryan
Location: Seattle City Hall, L280

Minutes Distribution List:

See Attachment A

Members Present:

Ann Boyd; Allegra Calder; Jodi Connolly; Matthew Crane; Sean Cryan; Gabe Grijalva; Neal Komedal; Blake Trask (Chair); Jean White

Members Absent:

Max Hepp-Buchanan (Vice Chair); Kelsey Jones-Casey; Liz Nixon

Guests:

Sandra Woods, Seattle Department of Transportation (SDOT); Terry Plumb, SDOT; Carol McMahan, SDOT; Jessica Murphy, SDOT; Dongho Chang, SDOT; Doug Cox, SDOT; David Amiton, University of Washington (UW); Peter Dewey, UW; Josh Kavanagh, UW; Tom Fucoloro, Seattle Bike Blog; Zachary Howard, Commute Seattle; Devor Barton, Seattle Pedestrian Advisory Board; Dylan Ahern, Beacon BIKES; Merlin Rainwater, David Wiggins, Bill McGuire

MEETING CALL TO ORDER

- Meeting was called to order at 6:00 p.m. by Blake Trask.

Special Welcome:

- Dongho Chang introduced himself as a new City Traffic Engineer, coming from 21 years working with WSDOT on highways and signalization, City of Everett on bus transit and now with City of Seattle to provide tools to traffic operations to deliver good projects with citizen input.

PUBLIC COMMENT

- Merlin Rainwater is looking at connecting with Group Health to ensure that their healthy living/ active living messaging starts to include active transportation.

PRESENTATIONS

Topic: First Hill Streetcar and 85th St and Greenwood Ave construction

Presenters: Jessica Murphy, SDOT

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council
Resolution 25534

Purpose: Provide a briefing on construction impacts on bicycle facilities for these projects

First Hill Streetcar

- There are two phases of construction with different conditions.
- One phase is before the rails are installed, when there is utility work. This will employ standard temporary construction closures and limited lane closures with bicycles sharing stripped road surface with cars.
- The other phase is during the rail installation. The road will be closed to bicycles with a signed detour to an alternate route on 12th Avenue. There will still be cross street access.
- The project RFP predated the new traffic control manual for construction activities, so the old criteria were included in the project.
- Work begins in early April, with utility work first at 5th Ave to 8th Ave on Jackson St.
- In late June the rails will be installed on Broadway, and work along to Jackson by December.

85th St/Greenwood Ave Update

- Bike facility at 8th Ave NW will be closed in February for a limited period, with a bike detour to 6th Ave NW for the 85th St crossing.
- 80th St and Greenwood Ave intersection construction is already complete.
- 85th St and Greenwood will have 3 full weekend closures.
- 73rd-85th on Greenwood Ave will be resurfaced, one lane each way, bad surfaces are expected, with signage for detours. May and June will be the timing for the construction.

Topic: NE Ravenna Blvd AAC Project: Construction Impacts and Channelization Design

Presenter: Terry Plumb and Carol McMahan, SDOT

Purpose: Review Construction impacts and final channelization design for Ravenna Blvd between Green Lake and 15th Avenue NE

Construction Phasing

- There are two phases to the repaving of Ravenna – Green Lake to 8th NE and 8th NE to 15th NE.
- This will involve grinding down the roadway to rough finish, repaving and restriping.
- Curb bulbs will be added at 71st.
- Traffic impacts will include grinding, dust and traffic impacts.

Bicycle Route Detours

- There will be a signed route along 15th NE north to NE 65th.
- While cars are still allowed on Ravenna, bicycles will also use that route.
- Q: How does one direct cyclists to get to 15th, and how do cyclists get informed early enough to prepare for the detour and the alternate routes?
A: There will be website info for the various closures and when they will occur.
- Q: Will the project design address the Brooklyn and Ravenna intersection for pedestrians and bikes?
A: No, there are no plans for reconstruction or drainage improvements at that intersection, and no plan for improvements beyond the repaving, although there were reports of a broken sprinkler head in one location that will be investigated.
- Bicycle detours are planned as full time because road closures are intermittent. When there is a full road closure there will also be more directional signage to prepare the way. For signage to

alert users, people approaching from the south sometimes come from University, 11th Ave, Brooklyn.

Pavement Restriping

- 8' bike lane with painted 3' buffer to replace current wide bike lane, to help discourage cars from driving in the bike lane.
 - Striping will be similar to Dexter striping at uncontrolled intersections.
 - Bike lane will be painted green at transitions for bike lane crossing over the left turning vehicle lane.
 - SBAB recommended bike box at Ravenna to facilitate bike right turns onto other bike facilities. There is discussion and this is unresolved.
 - 71st and Ravenna and Green Lake has very difficult striping, especially with the bike lanes at the all-way stop. A new curb bulb will make this intersection closer, but the striping needs to be revisited.
 - Ravenna turning onto Brooklyn is difficult for all users and could use a zone on the median for the safety of users.
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Topic: UW Burke Gilman Trail Study

Presenter: Peter Dewey, UW

Purpose: Update SBAB on early concept plan and project summary

Findings/Critical Points

- In the early 70's UW acquired 1.7 miles of the Burke Gilman from NE 47th to Pasadena Place and this section is operated by the University.
- Light rail will have a huge impact with 35,000 boardings and 35,000 alightings daily. Consequently, 7,000 more people daily will be using the trail.
- They will now be developing a design from the concept plan from last year.
- LOS service analysis of this section of trail shows an E or F.
- Lots of pedestrians on this section of trail, equal to the number of bicyclists.
- Growth predicted for people on foot and bike is significant.
- Different segments of the trail will have different needs and treatments.
- Trail improvements will extend to the adjacent roads and bridges.
- Pend Oreille will be a grade separated underpass for cyclists
- The trail widening will impact the train trestles.
- All improvements will total about \$25M. They are planned as incremental improvements for now.
- There are 7 segments of trail for improvements with goals to improve pedestrian and bicycle facilities, improve connections to other modes (transit, etc), improve capacity and improve access to UW for peds and bikes.
- Atelier Dreiseitl and Alta planning are trying to identify the first segment to be improved, probably Hitchcock Overpass/ Rainier Vista segment.
- They are going to figure out how to engage the stakeholders in the design process.
- The goal is not to create a bike freeway, although there will be some level of separation between bikes and peds. 6'-10' ped width and 8'-10' bike width are anticipated.
- The access to light rail will be on Montlake Blvd over a land bridge at Rainier Vista as the primary access from the central campus.

- The modeling of bikes and peds is based on historic counts, in 1998, 2008 and 2010, extrapolated, including the light rail bump.
- As they move from Concept Design to more specific designs, they are looking for how SBAB could engage in detailed design work. SBAB endorsement of the concepts is important.
- Money will be assigned to this project as a safety and transportation project. UW is offering money as a matching source. This will be the start of decades of improvements. UW will start with a \$5M initial investment as matching funds.
- There is a plan to install permanent data counters and collection points along the trail, through the UW Physical Learning Lab.

SBAB Recommendations

- UW should work with Kevin O'Neill (SDOT) to coordinate process with the City and the BMP update.

Topic: BMP and SDOT updates

Presenter: Sam Woods, Doug Cox (SDOT)

Purpose: Update SBAB on early concept plan and project summary

SDOT Updates

- Online bike map will have a soft launch in mid-March for SBAB input
- The Art Institute of Seattle will have a class video project on how to use a bike box and is looking for actors for Monday morning, February 13th.
- Updated 2012 project list was presented. List is long, with 24 miles identified, and a goal of 15 miles, pending the pavement analysis for these projects.
- Mixed facilities means a combination of bike lanes, climbing lanes or sharrows.
- If significant pavement improvements are required then projects will be delayed unless this work can be combined with other projects.
- Doug will email map of proposed project locations.

SBAB Member Updates

- Gabe reported that the Bicycle Master Plan (BMP) update RFQ's are now being reviewed, with interviews on Monday. Finalists are Alta with SvR, Nelson Nygaard, and Toole with DKS and Crea.
- Project scope for BMP update is still being worked out with SDOT.
- SBAB is anticipated to be a point of interface with various neighborhood groups.
- SBAB retreat is planned for a later date, and with greater SDOT involvement. Sam, Doug, Kevin O'Neill and Dongho Chang will be invited.
- Sean and Blake reported on the Central Waterfront planning process. The focus for the design team is the traffic lanes as dictated by WSDOT, and the current plans for bicycles have not presented an analysis of multiple possibilities. SBAB will request alternatives for the 3rd time at the workshop on 2/10/2012. The process doesn't yet address the concerns of pedestrian and bicycle advocates and advisory groups.

MEETING ADJOURNMENT

- Blake Trask adjourned the meeting at 8:00 p.m.

ATTACHMENT A

February Meeting Minutes Distribution List:

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Goran Sparrman, Deputy Director, SDOT

Dongho Chang, City Traffic Engineer, SDOT

Kevin O'Neill, Transportation Planner, Strategic Planning Advisor, SDOT

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)

Allie Gerlach, SDOT Communications

Meeting Presenters: Jessica Murphy, SDOT; Terry Plumb, SDOT; Carol McMahon, SDOT; Peter Dewey, UW; Josh Kavanagh, UW; David Amiton, UW

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

SBAB Members

Individual Meeting Attendees